it will be an enduring monument of the and from outerprise and patriotism of our common 10th, 1869, 555 miles were laid, completcountry, firmly uniting the two extremes ing of the nation, and rendering them indis- with soluble for all time to come. I am, re- the specifully yours, RICHARD YATES. FROM THOMAS C. DURANT.

NEW YORK, December 1. To Committee of Arrangements, Union

Pacific railroad: The honor of inaugurating the greatest onterprise of this age is this day yours with the aid of the government and our patriotic people. The work is to be pushed vigorously forward, and the day we celebrate the completion of the road from the Missouri river to the Pacific ocean is nearer at hand than our most sanguine friends anticipate. Respect-fully yours, THOMAS C. DURANT.

FROM THE GOVERNOR OF CALIFORNIA.

SACRAMENTO, December 2, 1863. California acknowledges with joy the greetings of her sister Nebraska, and will prove her fraternal regard by her efforts to excel her sister in the rapidity with which, carrying the iron bonds of union, she seeks a sisterly embrace. Mountain and desert shall soon be over-

LELAND STANFORD, governor. BRIGHAM YOUNG'S MESSAGE. SALT LAKE, December 2, 1863. Let the hearts of the honest be united to aid the great national improvement. BRIGHAM YOUNG.

THE GREETING OF DENVER. DENVER, Col., December 2, 1863. Denver sends greeting to Omaha Colorado freely pledges her mountains of gold in aid of your great enterprise. AMOS STECK, mayor.

The Building of the Road.

After the location of the roal had been settled in favor of Omaha, several attempts were made to induce the President of the United States to change it to other points, but the president invariably replied that the road had been loosted in conformity with the requirements of the charter, and he had no right or disposition to revoke his decis ion. Omaha, of course, now experienced under the stimulus given to it by this great enterprise.

Early in the spring of 1864 active work was begun on the construction of having been let for the work for 100 asm. miles west to a point in the Platte valley, from which surveys were continued to the 100th meridian. After about \$100,000 had been spent on the due westerly course, it was abandoned, because it was claimed that it was too for a distance of 100 miles to save the charter, which required that that much of the road should be finished between the Missouri river and the 100th meridian within three years after the fliing of the company's assent to the organic law, filed June 27, 1863.

Two new routes were then surveyed one to the north and thence west; and the other to the south, nearly to Bellevue, and thence northwest and west. The latter route was called the "ox-bow," and was chosen by the company, not withstanding the violent opposition of the people of Omaha, who had great fears that the company intended to cross their terminus, the Missouri river at Bellevue, and leave Ocalis out in the cold. The greatest anxiety existed at Omaha at this time.

vue Omaha breathed easy once again. road from Omaha to the Platte valley were obtained from the Missouri river bottom lands Being of cottonwood process," which made them impervious to weather, animal or vegetable parasites. The ties for the remainder of the road ter the transfer was made over an ice were of hard wood, and were obtained from Michigan, Pennsylvania and other

gained from the fact that there was a low bridge at the "Telegraph Poles," or had to be transported by teams from that point, or steamboats up the Missou-Omaha. The company started their shops in Omaha soon after beginning the work. in the fall of 1865. The seventy-horsepower engine for the shops was transported by wagons from Des Moines.

The completion of the first fifteen miles of track of the Union Pacific was 000; Council Bluffs pledges \$200,000; celebrated by AN EXCURSION

from Omaha. Themas C. Durant, who got up the excursion, took a locomotive and a flat car and invited about 20 prominent gentlemen to go with him on the first inspection trip to the end of the track at Saling's Grove. Among the excursionists were Gen. Sherman and Hon. A. J. Poppleton. It was an enthusias tic party, and as the commissary department was well supplied, the gentlemen enjoyed themselves.

GENERAL SHERMAN. was called upon for a speech related his experience in sinking thousand dollars, years be geveral California, in an effort to start the Pacific railroad. He reviewed the dream of other days, and concluded for \$1,089,500, the time of its complewith the expression of a hope that he might live to ree the day, but could scarcely expect at his age, when the two oceans would be united by a complete Pacific railroad. General Sherman has, contrary to his expectations, lived to see that day, and has traveled over the complete Pacific railroad uniting the two oceans. Ha went over the road in less trip to Saling's Grave.

Every twenty miles of completed road inspectors, and numerous excursions were made to the end of the track, as it running order on the 13th of March, 1866, and the commissioners of the government, General S. R. Curtis, Colonel J. H. Simpson and W. M. Wnite, came to Omaha on April 15th, and the next day went over the road North Bend, and accepted the 135 miles were ready for the cars. grading continued very rapidly, and the Casement Brothers, who had the centract for track laying, frequently laid the track at the rate of

PIVE MILES A DAY.

January 1st, 1863, to May the read, and connecting the Central Pacific. construction of the Meantime

THE CENTRAL PACIFIC

had been pushed with equal rapidity, and had crossed the Sierra Nevada phia, and elsewhere, but finally in Bosmountains, being a marvellous triumph ton considerable money was obtained, of engineering skill. There was a lively and eventually sufficient was secured for race between the Union Pacific and the Central Pacific roads to build the greatest road, by the sale of the first mortgage and number of miles, and a dangerous rivalry | land grant bonds of the company to Bos sprung up, which was likely to involve ton capitalists. This was in April, 1868 both roads in uppleasant and serious As soon as the money was forthcoming, difficulties, which, however, were the company settled up a large indebted-settled on April 9th, 1869, ness which it had contracted in Om-ha by the railroad committee of the house and elsewhere, and pushed their of representatives agreeing to ask the work to completion with a marvel passage of a joint resolution declaring that no bonds be issued to either corporation for the eighty mile section between Ogden and Monument Point, until con- The Pacific railcoad, which for many gress arranged a plan for

THE JUNCTION OF THE BOADS. Meantime the representatives of the two corporations met and agreed that the place of junction should be at Promontory Point. It was there that the roads were united, on the 10th of May, 1869. THE CELEBRATION AT OMAHA

in honor of the completion of the Union Pacific and its junction with the Central barked in the enterprise and invested everybody. Private and public buildings were ornamented with decorations of all kinds-flags, festoons, banners and mottoes. A telegraph line was run to a building on Capitol hill, and direct comof the roads, was being driven with a silver hammer into the last tie, which was of laurel wood. When the last blow was given at Promontory it was instantly known in Omaha, where one hundred guns were fired in rapid succesgreat national highway. sion when the announcement was made

A procession was formed in the afternoon on Farnam street, and with flags and banners flying, the citizens marched a boom, and proceeded to grow rapidly to Capitol square, where the meeting was presid d over by Governor Saunders. Eloquent speeches were made by Gen. Clinton B. Fisk, of Missouri, and Gen. Manderson and Judge Wakely, of Omathe Union Pacific railroad, contracts ha, amid the most unbounded enthusi-

The illumination in the evening was brilliant spectacle. The city was one technica was very beautiful. It was the grandest day ever recorded in the history of Omaha. The result is known to world's commerce.

THE MISSOURI SPANNED.

The Union Pacific Bridge.

The next thing necessary after the completion of the Union Pacific was the construction of a bridge over the Missouri river, to connect with the eastern

The Chicago & Northwestern was the first road to reach "maha from the east, Everything was finally harmoniously set- the first train arriving here on Sunday, tled however, and upon the aband in January 17, 1867. Next came the St. ment of the idea of starting from Belle- Joe & Council Bluffs road, now known The grading was once more pushed as the Kansas City, St. Joe & Council tude, than either north or south of it. rapidly forward, following the "ox-bow" Bluffs; the Burlington & Missouri, e, and the laying of the track fol, now called the Chicago, Burlington & lowed almost as fast. The ties for the Quincy, and the Chicago & Rock Island, early in 1868; and then came the Chicago, Burlington & Quincy, which was then called the Burlington & Missouri. they were put through the "Burnetizing Connections with the Union Pacific were transfer steamboats, and during the win-

bridge The Union Pacific bridge was not bedistant states, and frequently cost as gun until after the completion of the high as \$2.50 per tie, laid down in road, al hough the initiatory steps had been taken in 1866 by getting an act Some idea of the difficulty and cost of passed through congress. A fight arose break in railroad communication between a permanent high bridge down the Omaha and Des Moines, a distance of river at "Childs' Mills." Council 133 miles, and consequently everything Blutls objected to the location at the " Telegraph Poles," and both Council Bluffs and omaha opposed "Childs' steamboats on the Missouri for the trans- now stands was finally agreed upon. dreds of teams between Des Moines and posed of Alvin Saunders, Francis Smith, Augustus Kountze, Ezra Millard, Enos Lowe and C. P. Hurferd, who went to of building the railroad, completing them New York for that purpose. On March 26, 1868, Mr. Saunders, chairman of the committee, telegraphed to Omaha, "The bridge is located at Train Table Omaha pledges the depot grounds and \$250,ground and right of way will be con-

demned." Omaha voted \$250,000 in bonds as aid to the bridge, in consideration that she should have the main transfer depots, general offices, machine shops, etc. Council Bluffs voted \$200,000 in bonds, but

the company never received them. The Missouri River Bridge company, an organization which was claimed to be posed of Union Pacific stockholders, was organized under authority of a special act of congress to build the bridge, and they were authorized to issue bonds to the amount of \$2,500,000, which bonds were sold in England.

The Boomer Bridge company, of Chicago, on the 4th of September, 1868, secured the contract of building the bridge tion to be November 10, 1869. They were greatly delayed, however, and did not get the first cylinder ready for sink-ing until March, 1869. In July following the Union Pacific took hold of the work, the contract with the Boomer Bridge company having been annulled The structure was completed on the 25th of March, 1873. It is 2,750 feet longthan four years from the day he took the 11 spans of 250 feet each-and is composed entirely of iron The superstructure is supported by piers, each formed was duly inspected by properly appointed of two iron pneumatic tubes, sunk in sections and tilled with cement masonry, each tube being eight and a half feet in

THE CREDIT MOBILIER.

cost \$1,450,000.

How the Funds Wers Obtained.

work. In July it was announced that quired that the books should be kept open for subscription until \$100,000,000 should be subscribed and paid for. This scheme, however did not succeed, as capitalists looked with suspicion on the enterprise as a profitable investment, and

is to become a verity. When completed during the year 1866; 240 miles in 1867, George Franc. Train organized the fam- nated. Messrs J. E. House, James A. was named after him. A young maning passed over 200 miles of road in ous Credit Mobbe r, with the view of obtaining funds with which to build the In road. Great difficulty, however, was expending until the road was We frequently had some very narrow es balance of the complete. The road to the road was We frequently had some very narrow es balance of the complete. Union perienced in securing money, to complete completed and added to their previous capes from the Indians. Among other road, and then returned except the complete and to the principal railroad men and the construction of the Union Pacific there were used 300,000 tons of rails, 1,700,000 fish plats, 6,800,000 bolts, 6,126,375 ties, and 23,505,500 spikes.

The construction of the Union Period of Spikes of the undertaking and as a consequence of the undertaking and as a consequence of the undertaking and as a consequence of the party west on to construction when the construction of the Union Provided and added to their previous capes from the Indians. Among other road, and then returned excapts and to the principal railroad men and capes from the Indians. Among other road, and then returned excapts and to the principal railroad men and capes from the Indians. Among other road, and then returned excapts and to the principal railroad men and capes from the Indians. Among other road, and then returned excapts and to the principal railroad men and capes from the Indians. Among other road, and then returned excapts and to the principal railroad men and capes from the Indians. Among other road, and then returned excapts and to the principal railroad men and capes from the Indians. Among other road, and then returned excapts are road, and then returned excapts and the undertaking and as a consequence of the party west on to construction when the construction is a construction of the party west on the construction of the party west of the financially embarrassed, and that too in a very critical manner. Financial and was sought in vain in New York, Philadelthe completion and equipment of the The effect upon Omaha lous rapidity. and Nebraska is too well known to be told again at this time years, was an ideal undertaking, became an accomplished fact and one of the greatest enterprises the world has ever seen. It was accomplished too under circumstance which were at times the most difficult and disheartening, and when we look back over the history of the construction of the Union Pacific. we wonder that the gigantic enterprise

> greatest credit as well as to the fortunes that they made out of it. The pushing of the Union Pacific railroad for over 2,000 miles over trackless plains, uninhabited save by the Indian seems more like a romance than a reality, first through transcontinental radway line without admiring the pluck and in-

A. Dey, the First Chief Engineer.

Iowa City, November 29, 1883. E. Rosewater, Editor OMAHA BER:

DEAR SIR: - I think in 1862 I attended the convention in Chicago that formed quest of the late Henry Farnam (after

intention was to interest himself in the of the engineer. The second locomotive on the south. We really made two locaproject. As I had given close at en- was named McPherson, and was also tion to the explorations across the con-Farnam desired to avail himself of any Assistant Engineer Shotwell. information that I might possess. The policy of the government previous to the war had been to subsidize two railroads, railroads which had made Council Bluffs a northern and a southern line, and com- and across the Rocky mountains James

Wm. B. Ogden as president, Henry V. the foot of the Rocky mountains. made during the summer by means of crossing of the mountains west of that by an old Indian chief, who had a Mexwent north to the head of Lodge Pole preter. This chief had a medal which creek, examined the country, and fixed upon a crossing of the Black Hills that I ington from President Franklin Pierce. regarded as feasible. I then went west returned in the all and made a full eport spring of 1867, having nothingelse to do, The company employed six large Mills." The location where the bridge road would encounter its greatest diffiportation of material, in addition to hun- through the efforts of a committee com- any be encountered. While my report Cheyenne, Our stakes were torn up was more favorable and the project seemed and modified under the direction of Gen. matter further and in a short time city of the plains," as it was called a went to Europe. Nearly a year place of 5,000 people. It was then the mation as I had with regard to the route. gamblers, blacklegs, desperadoes and ad-In September, by his direction, I organventurers, and it was indeed a quiet day ized engineering parties, made surveys when two or three men were not shot from the mouth of the Platte river, Belle- and killed. vue, Omaha and Florence over into the Platte valley near Fremont. I also sent veys of meeting old Bridger at Fort Lara party to run a line from Lodge Pole creek into the Laramie plains, and also were named after him. He had come over the main divide, I think through west when a mere boy, and Bridger Pass. I also sent a geologist to had spent all his life there. over the main divide, I think hrough an independent institution, although com- examine the strata at the mountains and

ascertain the extent and value of the coal had come to the Pacific ocean. He was measures, and ascertain whether iron born in St. Louis and when speaking could be found in quantities to warrant of the streets he called them canyons. working. About the first of November I went ble to build a railroad through that counwith Mr. Durant, Mr. Carter, a gov- try for the same reasons that had been ernment director, and the Hon. given by the old Indian chief." John Kasson, to Washington. While we were there President Lincoln fixed at Omaha. The certificate, which he ward the surveying was done by a party framed himself, limited the point to any in charge of S. B. Reed. This was the place in the section in which the city of most difficult part of the whole survey. Omaha was located. My own judgment, and great assistance was rendered by easier to bridge the M ssouri river there, and the grades to the Platte river would During the same year considerable grad-

Evans, S. B. Reed and B. B. Brayton named Clark, a relative were associated with me in the work Horace F. Clark, afterwards

iome Interesting Incidents Obtained from Andrew Roseweter, Who Was One of the Surveyors,

THE FIRST SURVEYS.

cific railroad," said a BEE representative to Mr. Andrew R sewater, who is now

the city engineer of Omaha. "Yes, I was a member of one of the

surveying parties," replied he. "Can you give me some facts and inidents concerning the early surveys?"

"Yes, but in a rather disconnected manner. You'll have to dress them up to suit yourself."

"Never mind that. Give us some

facts; we'll take care of the dressing." "The first survey of the Union Pa citic," said Mr. R sewater, "was a direct line west from Omaha to the Eikhorn river, through the Griffin farm. In was ever finished. The men who emthe winter of 1864, after a confer-Pacific was a grand and enthusiastic their money, and in some instances, ence with Silas Seymour, consulting enaffair. It was a general holiday for risked their lives, are entitled to the gimer, orders were issued for surveys to ence with Silas Seymour, consulting enbe made by the way of Mud creek, which line was nine miles longer than the direct route or Dey line to the Ekhorn, J. E. House, assistant engineer, made the first survey over this route. munication was had with Promontory, and the buffalo, and over the Rocky The engineer corps camped out, where the golden spike, at the junction mountains and the Sierra Nevadas, as the winter was quite open until the first part of January, when and no one can read the history of the there was a heavy snow fall; but the work on this line was steadily prosecuted on the Mad creek route The adoption domitable energy of the builders of the of this survey, against the protests of Peter A Dey, the chief engineer, was the cause of that gentleman's resignation LOCATION OF THE UNION PACIFIC the next spring. His place was filled by J. E. House, who was known as the acting chief engineer for some time. Interesting Information From Peter Over \$100,000 had been expended on the Dey line, when it was abandoned. One of the amusing incidents connected with the work on that line was the employment of a lot of Indian squaws as grad ers, but this experiment soon proved a tailure. The first locomotive that arrived veys on the eastern division of the road. here was called the General Sherman. the oreliminary organization of the Union It was brought here by steamer from St. blaze of light, while the display of pyro- Pacific railread. I went there at the re- Joe early in 1865, and it was tested on three hundred yards of the first track laid down on the river bottom, whom the principal thoroughfare passengers on the locomotive were John Ekhorn river at the present location. the rate of from one and a half to two hilly to allow the road to be completed everybody. The Atlantic and Pacific in Omaha is named), in whose E. Henry, of Davenport, and his wife. were joined by bands of steel, and a employ I had been for a number Henry was the first superintendent of the revolution was accomplished in the of years, then the president of Union Pacific. A large crowd of people the Chicago & Rock Island road. His locomotive. I can't remember the name cific, on the north, and the Platte river commenced for the machine shops at the

> tinent made by the government, Mr and the main shops, in connection with D. Parillion by the government of Pub. "How about the far-west surveys, Mr. Rosewater?' "At this time all the division engineers

were out on surveys up the Platte valley paratively little attention had been paid Evans, division engineer, started from to examining a central route. A study Omaha on April 15th, 1864, to make a to examining a central route. A study of Salt Lake and survey from the foot of the Black Hills, and the spring of 1864 Mr. N. L. Villiams, cars employed in the same business—five had satisfied me that less difficulties surveys south towards. Denver, and would be encountered on a line follow- Percy T. Brown was surveying across the first four miles to the summit, and Lewis sary mail and baggage cars, and two ing the Platte river as far as practicable plains, this side of the Rocky mountains and continuing west in about that latiand continuing west in about that latitude, than either north or south of it.

At the convention the company was

At the convention the company was

money being advanced by Thomas C
temporarily organized by the election of Darant. It took us one month to reach Poor, secretary, and Thomas W. Olcott, had three teams and 14 men. Among treasurer. Early in September of the our party there were Wiley Dixon, Andy same year, by direction of Mr. Farnam, I McAusland and Fred Boegel. When we went to Denver, looked for a practicable reached the mountains we were visited tion of the read to the Mud Creek distance to Denver may be traveled in week. place. Failing to find any opening I ican, who could talk English, as an inter-When informed by the surveyors of the and selected a crossing of the main divide intention of running a railroad through of the continent and also of the rim of that country he shook his head and said the Great Salt Lake basin. The nature it would be impossible to construct a railof the country was such that an engineer road through a region that had neither had but little difficulty in fixing the route grass nor water. This was on the bank where the road should go if these three of Lodge Pole creek. Three years afterpoints were determined, the entrance to the | ward, the railroad reached that point. We Salt Lake valley was a simple matter. I laid out the site of Cheyenne in the with a statement of the points where the as we could proceed no further at that culties and the gradients that would prob afterwards, in July, the railroad reached easur of accomplishment than anticipate I odge. Upon the return of our party in ed, Mr. Farnan did not pursue the the fall we found Cheyenne, the "magic elspsed and nothing was done to help the terminus of the road, and was one of the project along. In August, 1863, Mr. liveliest border towns I ever saw. It was Thomas C. Durant telegraphed me to the greatest gambling center in the west. meet him in New York with such infor- Its population was made up mostly of

"I remember during the early suramie. Fort Bridger and Bridger Pass there. When he discovered Salt Lake, he along Bitter creek and Green river, to chought, upon tasting the water, that he He did not believe that it was practica

"How far west did you survey?" "My party went clear through to the terminus of the road Green river. From Green river west-

omaha was located. My own judged or Brigham Young."
at the time, was that either Bellevue or Brigham Young."
When the cars began running, what was based upon the fact that it seemed did the Indians think of the iron horse! "In the spring of 1865, when the road was completed about 40 miles, a large be better than further north. I never body of Indians were invited to see a knew the reason for fixing the point at moving train, and they assembled with Omaha, but supposed that it was regarded their families along the track. When Hon. Springer Harbaugh, of Pennsylas more practicable to bring the lows the train came along the engineer blew vanis; and Hou Charles T. Sherman, of board of trade called that body together roads together there than at any point his whistle long and loud, and let off Ohio, accompanied by Silas Saymour, for the purpose of conferring upon the was moved from point to point. Fifty diameter This bridge is said to have further north or south. During the year steam, causing a terrible racket, which 1864 surveys were made from O naha to frightened the Indians, who turned and Kearney, from Lodge Pole creek consecu- fled in great terror. After becoming actively, to the opening of Weber river in- customed to the engine, however, they to Salt Like valley. A survey was also frequently a aused themselves by racing Ashmun, of Massachusetts, who was also made through the Laramie canyon with the trains on their ponies. Talking with the trains on their ponies. Talking about Indian, reminds me that they freing was done from Omahaw at, and are quently troubled the surveyors as well as On the morning of the 11th of Septem- ball and supper should be given them rangements were made for procuring ties rangements were made for procuring ties the construction parties, and once or and tumber. Considering the difficulty twice attacked the trains after the road of securing labor and supplies. St. Lo. was concluded. Onto a purpler of sec. of securing labor and supplies, St. Jos was completed Quite a number of sur Major Bont, and Major Chesbrough, rail, very much was accomplished. The entire route was practically determined in 1867, in the mountains, and Percy B Read, the general superintendent, for division from the Missouri river to the and a reasonable start was made towards station was named in honor of him. Mr. the end of the tack, which was then 100th meridian of longitude, which was construction. On the 1st of January, Hell, a brother-in-law of Byron Reed, laid 217 miles westward. They arrived finished within considerably less than a then proceeded to the excursion train,

1867 we marched 300 miles through anow track, 400 miles west of Chicago, and way across the continent. two feet deep, and could not cross from the end of the track they came to and antelope were very thick, and we had westward from Omaha they examined "You were one of the first surveyors out considerably. The buffaloes were so which had been ecustructed within the employed on the line of the Union Pa- thick that frequently they had to be past year, driven away to allow the passage of the Mr. Seymour and his componions reox freight trains that were then crossing turned from Colorado early to October. New York and Omika, were at once crossed the Red desert we had to carry was a fine passenger station in course of ran out of water and were left in a seri- station was being put up as if by magic. through to Bitter Creek."

"Can you give us anything else regard- superstructure of a distant bridge. Every and were brought up the river in steamera. John A. Horbach was a heavy contractor in those days. In the spring of deal of attention, and were afterwards 1866 the river was unusually high, and published in a little volume entitled carried off an immense number of ties "Western Incidents." In one of his letand swept every portion of the first ters he took occasion to pay the followmile of track. One of the steamboats ing was also sunk.

"Who were the chief engineers of the

"First came Peter A. Dey, who was followed by J. E. House, who was acting chief engineer until the appointment of P. B. Reed. The next was General The present chief engineer, Mr. Blickensderfer, was the man selected by the government to determine what constituted the Rocky Mountain division.

An Interview With J. E. House. "When die' you begin your surveying work on the Union Pacific?" inquired a special Ben commissioner of Mr. J. E. House, who had charge of the first sur-

"I came here in October, 1833. Cur We were engaged during the winter of 1863-64 in making surveys between what mires, have been laid in a single day. witnessed this little excursi on of the first Is now known as the Sieux City & Padrove the stakes for the first round house on the Dey line to the Eikhorn river, motives, and machinery for doing the re-Big Papillion by the way of Elkhorn car-shops, manufacturing and turning out City and Bell Creek. I was in charge of two cars each day; and the whole giving engineer of construction for the contract mechanics. tors. Peter A Day was the chief engineer of the railroad company.

"When did you begin grading on the Dey line?"

route. "When did you make the change?" "Not until February, as I had to survey the new route; but meantime I kept the men at work on the Dey line in order almost impossible to keep men.'

"When was the track laying begun?" examined and accepted, forty miles of the one hundredth meridian. track by January, 1866 From this time work progressed very rapidly. During railroad was regarded as a myth, and the the winter of 1855-57 the headquarters men engaged in and controlling it, as a winter of 1867-68 at Cheyenne. "When did Chief Engineer Day re-

sign?" "In February, 1865. I was then division engineer in charge of construction for the contractors. When Chief Engineer Reed came, as Dev's successor, in January, 1866, I was transferred to the engineer department of the road. I located month of February that year.

"Where were your headquarters in Omaha?? "Over Caldwell & Hamilton's bank, until the fall of 1865, when the construction department moved their offices to the little old capitol building-the first capitol of Nebraska-on the west side of Ninth street, between Farnam and Douglas. It was long since tore down. Our offices remained in that building until 1869 '

"Did you ever have orders to stop work, and go to Bellevue with a view of ocating the road from that point?" "We had such orders, but they were revoked in a few days."

ORS.

Track-A Tribute to Thomas C. Durant.

directors, Hon. Jesse L. Williams, of ing Monday morning. Indiana; Hon. T. J. Carter, of Illinois; plated portion of the road. Hon George reception. a director, did not accompany the party being Porcy P. Brown. This happened took a special train, in charge of Mr. S.

the mountains on account of snow. Omaha by stage, a distance of amety ter and magnitude had ever been pro-

the plains. The buffaloes were so tame Mr. Seymour in writing an account of placed at the disp sal of the company by that they came up to the troughs at old his trip said: "The scene along the road their liberal and enterprising managers, Fort Kearney to drink. When we was both interesting and exciting. Here who seemed to vie with each other in water for a whole week in barrels. We construction, there, a freight or water Railroad company in its great and someous predicament. Had it not been for a Now, we were halted upon a side track heavy rain storm one night we would to allow a train of thirty or forty cars have died before we could have got wa- laden with ties, rails, chairs and spikes along the route, General John A. Dix, ter. We dug heles in the ground and for the track, to pass. And then we the president of the company, was proother material for the foundations or ing the early days of the Union Pacific? thing and everybody seemed full of life-"Well, for a while I was inspector of and energy; and all working to the same ties and bridge material at Omaha. The great end, and being directed by the the world, but sa is actorily verified by ties were floated down the river on rafts, same master mind." Mr. Seymour's letters to the New York Times concerning this great enterprise, attracted a great

TRIBUTE TO THOMAS C. DURANT! No one who knows Mr. Thomas C Durant, the vice president of the Union Pacific railroad, and has witnessed his entire devotion to this great enterprise, and the untiring energy which he has brought to bear in overcoming the many difficul-Dadge, who was followed by T. E. Sickles. ties in its rapid construction, while acting as the principal executive officer of the company, in the absence of the president, Gen. Dix (whose time, during the late war, was principally devoted to his duties in the army), will hesitate to award to him the highest honors, both as a railroad

manager and public benefactor. One year ago, not a mile of road had ocen accepted by the government; only twelve or fifteen miles had been laid west of Omaha; and it was struggling along at the rate of from one quarter to a half mile per day. To-lay, two hundred and forty miles of track have been accepted surveys were started on the 14th of that by the government. Some twelve or fifmouth. We started a line from the toen smiles additional have been comriver to the westward, and crossed the pleted, and it is steadily progressing at miles per day. Fourteen thousand and two hundred feet, or two and seven tenth

One year ago, the foundations were they are substantially completed, and in pairs of three hundred miles of road; also the surveys and locations, and was the employment to three hundred and fifty

One year ago, there were only three locomotives and twenty platform cars engaged in the transportation of ma'erials. To-day, there are twenty-three locomoof Syraouse, N. Y., had charge of the first-class passenger cars, with the noces Carmichael had charge of the work be- magnificent excursion and sleeping cars,

Keller, and the entire force of men and the Missouri river in old-ashioned, teams was transferred from that road to stage-coaches, hacks or mud-wagons. the Union Pacific, and right in the midst To-day, there are no stages running east of this orders came to change the loca- of Fort Kearney; and nearly one half the ten hours, and in the most luxurious passonger cars.

One year ago, every pound of freight, owned either by the government or individuals, had to be transported west of to hold thom. By the way, during the summer of 1864 we worked a very small teams, at the slow rate of fifteen or force on the grade, not averaging at twenty miles per day. To-day, cars times over twenty five men, the trouble heavily laden with government stores being that the freighters kept hiring our and private freight, destined for the men away from us for teamsters. It was western slope of the continent, are at tached to the construction trains, and find their way in twenty-four hours to "In August, 1865. We laid, and had the end of the track, many miles west of

One year ago the great Union Pacific of the superintendent of construction set of stock-jobbing, Wall street specuwere at North Platte, and during the lators. To day it is known and felt to be a power and a reality; and Mr. Durant and his associates are believed to be in carnest and fully capable of carrying out to successful completion the mainmoth work which they have undertaken. When it is remembered that this tran-

sition has been accomplished in one short year, in a country destitute of labor, materials and supplies; and with noth the second 100 miles of the road in the ing but the dangerous and uncercertain navigation of the Missouri river to rely upon during the summer months as a basis of operations, it must be admitted that a new era is dawning, or rather has already been successfully inaugurtaed, in the history of railroad construction.

A MEMORABLE EXCURSION.

A Party of Distinguished Citizens of the United States Take a Trip to the 100th Meridian-Ben Wade's Speech at Chicago.

The most notable excursion during the VISIT OF GOVERNMENT DIRECT. construction period of the Union Pacific railroad occurred in October, 1866. It was called the Pacitic railroad excur-An Inspection Trip Over 217 Miles of sion, and was organized in New York city. On Thursday, the 18th of October, it was officially announced that the excursion had reached Chicago, and might be ex- the extensive workshops of the railroad In September, 1866, the government pected to arrive in Omaha on the follow- company, evidently delighted and some-

The mayor immediately convened the city council, and the president of the consulting engineer of the Union Pacific, subject, and making arrangements to consulting engineer of the Union Pacific, subject, and making arrangements to commanding the department, with his made a trip of inspection over the com- give the distinguished visitors a proper staff; Governor Saunders, Chief-Justice

It was finally arranged hat the freedom of the city should be tendered to the excursionists, and that a grand reception,

The excursion was gotten up by the managers of the great national enterprise to celebrate the completion of the first

Invitations were accordingly extended of eight hours, at the rate of 25 miles an to the president of the United States, press hour. Messra Harbaugh, Carter and and members of his cabinet; also to all done during this period; all but the last ident of the road, was also killed. Sherman, went on I norman of the came from Chicago over the Chicago A, the Great Platte valley, a distance of "Very frequently. In the spring of Northwestern road to the end of its about 1,700 miles, and more than half

No ras road excursion of similar charac-When we crossed the plains the buffalo miles. Before proceeding on their trip jected in this, or any other country; and the parties most interested were, of plenty of fresh meat, which helped us the extensive shops of the Caion Pacific, course, untiring in their efforts to make it a complete success.

The different lines of connecting railroads, steamboats and stages between their efforts to aid the Union Pacific what novel undertaking. Very much to the regret of the ex-

cursionists, as well as the receptionists vented from accompanying the party, by receiving from the president of Joited States, the appointment of minist The managers of the road thought this should not only be suitably advertised to the proper officers of the gov-ornment and members of congress. ter to France, just previous to its depart-ure from New York. The charge of the excursion therefore devolved upon Mr. Thomas C. Durant, vice president, and Mesars. Sherman, Cook, Dillon, Lumbard and Duff, directors; assisted by Mr. B. F. Bunker, assistant secretary of the company; Colonel N. A Gestner and Mr. E Simmonds, from the New York office.

The party, consisting of about one hundred persons, fully supplied with everything that could be improvised or thought of for its comfort and enjoyment, left New York on Monday evening, Ootober 15th, by way of the New Jersey and Pennsylvania Central railroads, to Pittsburg; and the Pittsburg, Fort Wayne & Chicago railroad to Chicago, where they arrived in high spirits on the

following Wednesday evening Considerable accessions of invited guests were made to the party on the way to, and at, Chicago.

Several of the excursionists preferred to remain a day or two at Chicago, and hen proceed over the Chicago & Northwestern railroad, in company with the officers of that read, to Dennison, and from thence to Omaha by stage. But by far the largest portion, accompanied by the Great Western Light Guard band, started from Chicag on Thursday morning, October 18th, by way of the Chicago, Burlington & Quincy, and the Hannibal & Saint Joseph railroads, and arrived at St. Joseph on the following Friday eve-

Here they were met by Mr. H. M. Hoxie, the general western agent of the Union Pacific railroad, to whose care had been assigned the transportation on the Missouri river, a distance of two hundred and fifty miles, by river, from St. Joseph to Omaha; and also the subsistence of the entire party until its return

o Saint Joseph. Two of the largest class M ssouri river ackets-the Denver, Captain Waddell, and the Colorado, Captain Hooper-with an additional band of music on board. were in readiness to receive the party on its arrival at Saint Joseph; and the excursionists soon found themselves with bands playing and colors flying steaming up the great Missouri river.

The journey from Saint Joseph to Omaha was accomplished, without serious accident or detention, in less than forty-eight hours; and the party reached the eastern terminus of the Union Pa citic railroad on Monday morning, the 22d of Ostober, having been on the way from New York a little less than one

FORMATION OF THE ELKHORN CLUB.

That portion of the party which had rossed the state of lowa by land, including Mr Perry H Smith, the vicepresident, and Mr. George L. Dunlap, he general superintendent of the Chicago & Northwestern railroad, Messra, Turner, Ayer, Bowen, Crerer, and several others from Chicago, having rejoined the party in the morning, were assigned to quarters on the railroad company's steamer Elkhorn, which lay at the landing immediately across the bows of the steamer Denver.

It should here be recorded for the benofit of all future historians, that, on this memorable day, and upon the steamer Elkhorn, the famous, and never-to-beforgotten Elkhorn club was duly organized and established upon a firm, and it was then hoped an enduring basis. The club included in its membership all the pioneer officers of the Union Pacific, and other local railroad and stage men, and t was the Eikhorn club that suggested the idea of a pair of els-horns as the crest or coat of arms of the Union Pacitic.

THE RECEPTION AND BALL

The authorities of Omaha were on the alert at an early hour for the purpose of welcoming and entertaining the distinguished party. Governor Saunders, Secretary Paddock, Mayor Miller, and Vice-President Patrick, of the board of trade, soon made their appearance upon the steamer, and welcomed the excursionists in appropriate speeches, tendering them the freedom of the city and territory, and inviting them to a reception ball at the Herndon in the evening, all of which were duly responded to and accepted by Senator Patterson, Government Director Sherman, and others of the party.

Carriages were in waiting, to convey such of the number as desired to leave the boats, either about the town, to the hotels, or to the residences of several of the private families, which had been most liberally thrown open for the occa-

The excursionists, with their insignia of ribbons and rosettes, were soon to be seen in all parts of the town, and among what as onished to find themselves, after a week's journeying westward from New York, still among people of wealth, retinement and enterprise.

The ball in the evening, however, was perhaps the greatest surprise. The presence of General Phillip St George Cooke, Kellogg. Secretary Paddock, Senstors Thayer and Topton, all of Nebraska; together with the city authorities, and the wealthy, enterprising, business and professional men of Omaha, with their families, all conduced to make it an enterta nment which would have done credit to any gathering of a similar character in Chicago, Washington or New York

WESTWARD BOUND.

Next morning the castern excursionists inspected the railroad shops, and There were 260 miles of road built the plan was abandoned. Thereupon 1805, my relations with the road termi- was killed the same year, and Hillsdale opposite Fort Kearney at 4 p. m., hav- year from the time required by law. cousisting of nine care drawn by two